

BOSTON, MASS., April 29, 1892.
with the usual care and attention
of the **DAILY PRESS**,
Always pronounced equal to **BOSTON**,
and prices very reasonable.

PRINTING OF ALL KINDS at the most
modest rates. **ADVERTISING** and
THE **DAILY PRESS**, OFFICE.
All proofs are read, and all work
superintended by Experienced Agents,
equal and generally superior to that
done anywhere else. **Information**.

No. 1255, MAY 1, 1892.

NEW ADVERTISEMENTS

WANTED.

BY A. YOUNG, PORTUGUESE, a Post
Boy, as an Assistant Book-keeper of
General Clerk to a MERCANTILE FIRM. Has
a sound knowledge of English, able to converse
perct. in conversance with Books. Writes
equal and generally superior to that
done anywhere else. **Information**.

JOHN W. MARSHALL,
Agents.

"J. M."
Care of Office of this Paper,
Hongkong, 3rd May, 1892.

TO LET, FURNISHED.

NO. 40, WINDHAM STREET.
Apply to "C. M.",
Hongkong Hotel, Hongkong, 3rd May, 1892.

TO LET.

FURNISHED ROOM in a private house
on ROBINSON ROAD, Apply to S. T.
Care of Hongkong Daily Press, Hongkong, 3rd May, 1892.

THE GREEN ISLAND CELLAR,
LIMITED.

NOTICE is hereby given that
powers conferred by the S.I.C.
RESOLUTION passed and confirmed
on 2d day of June, 1891, the
Agent General, and the Resolution
of April, 1892, make CALL for \$25,000
on account of the price of the shares
issued in pursuance of such resolution,
CALL for \$25,000 on account of the price
for each such share and that such CALL is
PAYABLE at the OFFICE of the General
Manager, No. 9, PRAYA CENTRAL, Victoria,
Hongkong, or before the 31st May, 1898.
Upon payment of each call and production
of the certificates for the shares in respect
of which the same are paid, a note of the payment
will be indorsed on the certificates.

Dated the 2nd day of May, 1892.

SHEWAN, TOWES & CO.,
General Managers.

GOVERNMENT NOTIFICATION.

No. 188.

THE following Particulars and Conditions
of Sale of CROWN LAND BY PUBLIC
AUCTION, to be held on the spot, on
MONDAY, the 9th day of MAY, 1892, at
3 P.M., are published for general information.
By Command.

T. SERCOMBE SMITH,
Acting Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 23rd April, 1892.

Particulars and Conditions of the Letting by
Public Auction, Sale, to be held on
MONDAY, the 9th day of MAY, 1892,
at 3 P.M., by Order of His Excellency
the Officer Administering the
Government, of One Lot of Crown Land
in the Colony of Hongkong, for a term of
999 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Area in Acres	Area in Hectares	Area in Square Miles	Area in Square Kilometres
Island No. 1244 (part of Island No. 1244)	100' 100' 100' 10' 10,000' 40' 1,000'				

FOR SINGAPORE, PENANG, AND
CALCUTTA.

The Steamship
"CATHERINE APCAR,"
Captain J. G. Olifent, will be despatched, for
the above ports on SATURDAY, the 7th inst., at 3 P.M.

For Freight or Passage, apply to
DAVID SASOON, SONS & CO.,
Agents.

Hongkong, 3rd May, 1892.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNERS.

STEAMSHIP "VICTORIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KORE, AND MOUL-

THE above Steamer, having arrived, Con-
signees of Cargo are hereby required to send in their Bills of Lading for counter-
signature, and take immediate delivery of their
Goods from stevedores.

Cargo impeding the discharge of the Vessel
will be landed and stored as Consignee's risk
and expense.

DAVID SASOON, SONS & CO.,
Agents.

Hongkong, 1st May, 1892.

NOTICE TO CONSIGNERS.

THE P. & O. S. N. Co.'s Steamer.

"MELAKKA."

FROM ANTWERP, LONDON, PORT
SAID, SUEZ, AND STRAITS.
Consignees of Cargo, by the above named
vessel are hereby informed that their goods are
being handled and placed in their risk, in the
Hongkong and Kowloon Wharf, and Godown
Company's Godown at Kowloon, where each
consignee will be sent on board by marsh
and delivery can be obtained as soon as the
goods are landed.

This vessel brings up to Calcutta.

From Italy, or as follows.
Optional route will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY.

On arrival of the 8th inst., at 4 P.M.,
will be subject to entry.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godown and/or certificate of damage ob-
tained from the Godown Company, within ten
days after the vessel's arrival here, after which
no claim will be recognized.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 2nd May, 1892.

NOTICE TO CONSIGNERS.

FROM CALCUTTA, PENANG, AND
SINGAPORE.

The Steamship
"CATHERINE APCAR,"

having arrived from the above ports, Consignees
of cargo are hereby informed that their goods
will be delivered from stevedores.

Cargo impeding the discharge of the vessel
will be landed and stored as Consignee's risk
and expense.

DAVID SASOON, SONS & CO.,
Agents.

Hongkong, 2nd May, 1892.

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FROM CALCUTTA, PENANG, AND
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The Steamship
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DAVID SASOON, SONS & CO.,
Agents.

Hongkong, 2nd May, 1892.

Hongkong Daily Press.

ESTABLISHED 1857.

NO. 1255, MAY 1, 1892.

HONGKONG, TUESDAY, MAY 1, 1892.

三月一日

香港一千九百零八年三月一日

PRICE \$1 PER MONTH

THE STANDARD.

INTIMATIONS

THE STANDARD.

SCOTTISH LIFE OFFICE of 60 years

standing, and one of the wealthiest

most progressive of the Prudent Institutions

of the United Kingdom.

For forms of proposal and every information

apply to

DODWELL, CARLILL & CO.

Agents.

Hongkong, 16th November, 1891. (1-151)

NOTICE.

BEVELLED-GLASS OVERMANTEL
PICTURES and ORNAMENTS.

EXTENSION DINING TABLE, SIDE
BOARD, CHINA STOCHETTE, VIENNA
BOOK CASE, and WRITING-TABLE.

SHROPSHIRE GLASS, SILVER PLATED
MATERIAL, and other novelties.

IRON-WARE and other HARDWARE

and DRESSING-ROOM

WARES.

NOTICE.

NOTICE TO MARINERS.

•ARABIAN SOUTH CALEH LIGHT-
HOUSE, SOUTHERNMOST
POINT OF TAIWAN
(FORMOSA).

NOTICE is hereby given that the
ARABIAN SOUTH CALEH LIGHT-
HOUSE, which is situated on the South
Coast of Taiwan (Formosa), has been
reconstructed, and is now ready for use.

The position of the Lighthouse is approxi-

mately in latitude 23° 55' north, longitude
120° 15' east, being 130 miles south of
Grosseto, Italy. The Lighthouse is built of
iron, in shape, painted white, and 59 feet
high, from the base to the center of the lantern.

The Light will be fixed, and will illuminate
22 degrees, or 20 miles, at the distance of
2,000 feet, and will be visible for 12 hours.

The Light will show white rays of
220 degrees, from south 85 degrees east and
west, to south 35 degrees west and east, and red
ray of 57 degrees, from south 85 degrees east to
south 25 degrees west.

The Light between south 35 degrees west and
north 50 degrees west, being obscured by the
high land eastward of the Lighthouse will not
be seen at the distance under 15 nautical miles,

when bearing south 50 degrees west, and pro-

jecting clear of the land, when bearing
south 84 degrees west, and also between south
84 degrees east and south 26 degrees east at
the western or north-western side of the
south point, will be obscured by land.

The bearings are magnetic and as observed from the
landward.

The total elevation of the light above the
sea will be 180 feet, and its range of visibility
will be 20 miles.

Diurnal, diurnal, or doge, weather will be
indicated at intervals of three minutes when
vessels are making for signal, approaching to
the Lighthouse; and that will be repeated as
before every 5 minutes when vessels still ex-
tend the same signal.

The Light between south 35 degrees west and
north 50 degrees west, being obscured by the
high land eastward of the Lighthouse will not
be seen at the distance under 15 nautical miles,

when bearing south 50 degrees west, and pro-

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INTIMATIONS

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.

CEMETERY MEMORIALS.

Designs and Prices on application.
Offices, 17, QUEEN'S ROAD CENTRAL. [3104]

THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, COREA, INDO-CHINA,
STRAITS, NETHERLANDS INDIA,
SIAM, PHILIPPINES, BOERNE, &c.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY

THE HONGKONG DIRECTORY
AND HONG LISTS FOR THE FAR EAST.

1893.

THE THIRTY-SIXTH ANNUAL EDITION,
Royal Octavo. Complete with Twelve Maps
and Plans, pp. 1,308, 57. Directory only, pp.
934, 537.

A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.L., F.R.S., P.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Established A.D. 1841.

Hongkong, 15th March, 1893. [24]

NOTICE TO CORRESPONDENTS
Our correspondents residing in Hongkong should be addressed to "The Daily Press," Hongkong. Correspondents must furnish their names and addresses with communications addressed to the Editor, not to publications, but as evidence of good faith, no name or address need be given, and it should be written on one side of the paper only.

No anonymous or signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on days of publication. After that hour the supply is limited. Only supplies for Cash. Remit by Telegraph—A.C.C. Code. P.O. Box 20. Telephone No. 12.

The Daily Press.

HONGKONG: MAY 3rd, 1893.

This late Sir JOHN SMITH took considerable credit to himself for having, when he occupied the position of Attorney-General, successfully steered the Hongkong Government through the difficulties connected with the preservation of neutrality at the time of the American civil war. In acknowledging an address presented to him by the community on the eve of his departure from the colony, he referred to this as a point in his career that afforded him satisfaction but which had not been very often thought of, and he went on to say that vessels came into this harbour from the one side and the other, that one ship especially committed a breach of the regulations, that it was a difficult thing to know how to deal with that question, and that an error on any point might have opened up a claim similar to the Adams' claims. At the time of the Franco-Chinese war also the Hongkong Government had delicate questions to deal with. The present war between the United States and Spain is, however, likely to surpass either of the previously-mentioned conflicts in the delicacy and intricacy of the points that may arise in connection with the preservation of neutrality. In the almost certain event of as action between the United States Asiatic squadron and the Philippine squadron of the Spanish navy dislodged or fugitive vessels of one or both sides may seek refuge in this harbour, and afterwards endeavour to put to sea again under circumstances that the other side might have a right to object to as constituting a breach of neutrality on the part of this colony. The insurrectionary party in the Philippines are, moreover, co-operating with the Americans, and they have one of their head-quarters in Hongkong and are understood to entertain designs of fitting out expeditions to land men and arms in Luzon. Very careful watch will therefore have to be kept by the Hongkong Government and wise discretion exercised in dealing with such points as may arise in connection with these matters. While the sympathies of the Government, as of the community, may be with the United States

the observance of strict neutrality in all executive acts is imperative so long as the neutrality proclamation remains in force.

The danger of the American-Spanish war leading to a general conflict amongst the great Powers of the world, though we trust it may be regarded as remote, is well within the bounds of possibility. The press of Europe, with the exception of that of England, sympathises with Spain, and the struggle progress this sympathy may become translated into active assistance. The longer drawn out the war the greater will become the danger of the area of disturbance extending. If America can dispose of her adversary shortly and sharply there may be time for the views and feelings of the other Powers to crystallise before the end comes, but if Spain, contrary to anticipation, is able to produce a prolonged resistance and the other side begins to display signs of exhaustion, one or more Powers may take what they would perhaps deem a not-unwelcome opportunity of dealing a blow at American ambitions and the Monroe doctrine. In that case, if things went hardly with the States, Great Britain might be drawn into the quarrel, for the last resort the two great sections of the Anglo-Saxon race are bound to support each other. At present happily the danger is remote we trust it may never become imminent.

Is Manila blockaded? News has been received that the Esmeralda has arrived there safely, and it would seem that the other vessels formerly engaged in the Manila trade were withdrawn rather precipitately. Blockades to be binding must be effective, must be defined, and must be notified to neutrals. "The state of blockade is not 'feder,' says Farouzeau, "in the case of a siege blockade, by the fact itself, that is, by the presence of the blocking force, accompanied by a public notification or declaration of the highest local military or naval authority." Pacific blockades have to be notified by the Government direct. In the case of Manila the blockade, if it exists, is a siege blockade, but as yet no notice of its existence has been given by Commodore Dewey, or, at all events, has no such notice been published in this colony. It is doubtful also whether the gallant Commodore will for the present endeavour to set up a blockade, if it be the case that the Spanish squadron is endeavouring to elude him, for his first efforts would naturally be devoted to searching out and destroying the enemy's power at sea. For this purpose he would, we should imagine, use his whole strength, and not detach any of his vessels for blockading purposes.

A CORRESPONDENT draws our attention to a subject that has on previous occasions been mentioned in this column, namely, the extreme annoyances to which Chinese women walking in the street are subjected by the unsealing and indecent language used towards them by the coolie class and street urchins. Mention is made by our correspondent of a case in which a young woman was followed from D'Aguilar Street up Wellington Street, and along Lyndhurst Terrace by a crowd of youngsters using the most filthy language. It is said that several coolies joined in the hooting, but this statement we should like to vindicate. The coolies, who would sit preening themselves, and insult their defendant with a chisel. When the Police Station defendant produced a man who was running to his work that complained and never said him for his pass, as he had not known why he arrested him. Defendant, who was under the influence of liquor, when he committed the offence, was fined 50 cents.

PRINCE HENRY PROCEEDS TO KIAO-HUAU.

(SPECIAL TELEGRAM TO THE "DAILY PRESS," SHANGHAI, and May Prince Harry and his squadron will proceed to Kiaochow after coaling.)

THE HARBOUR MASTERS REPORT.

The report for 1892 of Mr. R. Murray Ramsay, Harbour Master, is published in Saturday's *Gazette*, from which we make the following extracts:

"The total tonnage entering and clearing amounted to 15,934,174 tons, being a decrease compared with 1891 of 577,771 tons. There were 93,713 arrivals of 7,063,600 tons, and 89,920 departures of 7,909,565 tons. British ocean-going tonnage, 2,439,174 tons entered and 2,439,174 tons cleared. On 31st December, 1892, 371 steamers, 1,000 registered tons, cleared, making a total of British tonnage of 4,138,174 entering and 4,138,174 clearing. Of foreign ocean-going tonnage 1,330,489 tons entered and 1,335,524 tons cleared. On 31st December, 1892, 100 registered tons, cleared, making a total of foreign tonnage of 1,335,524 tons cleared. The return shows that during the year the amount of opinion reported was as follows:

IMPORT AND EXPORT (TONNES).

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VESSELS ON THE BERTH.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
FOR VICTORIA, B.C., AND TACOMA
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Proposed
Steamer. Tons. Captain. Sailing. Steam. Captain. Sailing.
VICTORIA ... 3,167 J. T. Trustridge May 3, 1898
OLYMPIA ... 2,083 T. H. Dobson May 10, 1898
ARIZONA ... 6,164 J. R. Riddle, R.N.R. May 14, 1898
TACOMA ... 2,549 A. Dixon July 2, 1898

THE attention of passengers is directed to the very cheap rates offered by this Line to the

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table Doctor and STEWARDESS served.

Passenger to Europe may proceed by one of the FIRST-CLASS ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none of the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 238.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailing from Victoria, TACOMA and PORTLAND to DIETRICH & ST. MICHAEL.

Rates of Passage to other Points to application.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Draft forwarded to that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Drafts must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

BODWELL, CARLILL & CO.,
General Agents.

Hongkong, 30th April, 1898.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
NAMATA MARU ... YOKOHAMA (DIRECT) ... THURSDAY, 10th May, at
R. Nishio.

URUMI MARU ... KOBE & YOKOHAMA ... THURSDAY, 13th May, at
R. Nishio.

SAIGAMI MARU ... YALDIVOSTOCK VIA SHANGHAI, PERIOD, 18th May, at
T. Matsui.

SAIGAMI MARU ... CHENGFOO, CHEMULPO, NAMASAKI, ... 4 P.M.
TOKIO & GENEVA.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 30th April, 1898.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

TO SAIL ON REMARKS.

YOKOHAMA VIA SHAI (MALACCA) ... 10 A.M. 3rd Freightor Passage. (Pass.
NAGASAKI & KOBE ... E. H. Dowell, R.N.R.) May ... ing through the Island Sea)

LONDON ... MANILA ... About 6th Freightor Passage.
R. L. Hockin, R.N.R. May

SHANGHAI ... PANAMA ... About 13th Freight or Passage.
F. C. Preston, R.N.R. May

YOKOHAMA VIA SHAI (JAPAN) ... About 13th Freightor Passage. (Pass.
NAGASAKI & KOBE ... J. Chichester, R.N.R.) May ... ing through the Island Sea)

LONDON, &c. ... COMMANDEUR ... Noon, 14th See Special Advertisement.
F. N. Tilhard, May

LONDON ... FOMOZA ... About 14th Freightor Passage.
A. G. Cribbie, R.N.R. May

YOKOHAMA VIA NA. BOHILIA ... Daylight, Freightor Passage. (Pass.
GASAKI & KOBE ... S. de B. Lockhart, R.N.R.) 15th May ... ing through the Island Sea)

For Further Particulars, apply to

A. H. MARSHALL, Acting Superintendent.

Hongkong, 30th April, 1898.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 18 knots

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION)

EXPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th May, 1898.

EXPRESS OF CHINA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th June, 1898.

EXPRESS OF INDIA...Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 29th June, 1898.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent from VANCOUVER to MONTREAL, TORONTO, MONTRÉAL, QUEBEC, and GATINEAU. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent can find in choice of.

Passengers Bored to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officers in the Service of China and Japan, and to Government Officials and their families.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS and the World's EXCELENCE OF THE TRANS-CONTINENTAL TRAINS. The Company having received the highest award for size and comfort at the Chicago Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway runs.

THE DINING-CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 28th April, 1898.

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA AND KOBE
THE Company's Steamship

“PALINURUS.”

Certain Sawyers will be despatched to-day.

May 1st.

For Freight, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, 30th April, 1898.

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, LAUNCESTON AND
MELBOURNE VIA MACAO

THE Company's Steamship

“CHANGHAI.”

Captain Williamson will be despatched to

MORROW, the 14th May, 1898.

The attention of Passengers is directed to the Steamer "Changhai" situated

forward of the "Empress." A Refreshing Chamber ensures the supply of Fresh Provisions during the entire voyage.

Vessel to be fitted with a large quantity of Fresh Fish.

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